Lloyd's Register

Rules and Regulations for the Classification of Ships, July 2008

Notice No. 4

Effective Date of Latest Amendments:

See page 1

Issue date: Decemeber 2008

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SHIPS, *July 2008*

Notice No. 4

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Ships, July 2008.* The amendments are effective on the dates shown:

Part	***Chapter***	***Section***	***Effective date***
1	3	9	1 July 2008
1	3	18	Corrigendum
3	1	5	1 May 2007
3	8	5	1 May 2007
3	13	7	1 May 2007

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Ships, July 2008* are to be read in conjunction with this Notice No. 4. The status of the Rules is now:

Rules for Ships	Effective date:	July 2008
Notice No. 1	Effective dates:	1 August 2008 & Corrigenda
Notice No. 2	Effective dates:	1 January 2009 &Corrigenda
Notice No. 3	Effective dates:	1 November 2008 & Corrigenda
Notice No. 4	Effective dates:	1 May 2007, 1 July 2008 & Corrigendum

Part 1, Chapter 3

Periodical Survey Regulations

Effective date 1 July 2008

■ *Section 9*

Ships for liquefied gases

9.5 Annual Surveys – Cargo containment systems

9.5.4 For membrane containment systems, the Surveyor is to receive confirmation from the Master that the nitrogen control system for insulation and inter-barrier spaces is operating normally.

9.7 Special Survey I (ships five years old) – General requirements

9.7.6 ~~Secondary barriers are to be examined for their effectiveness, visually whenever possible, or by means of pressure/vacuum tests on the inter-barrier spaces. Testing is to be carried out in accordance with the system designer's requirements as approved by LR. Alternative means of checking the secondary barriers will be considered.~~ For membrane containment systems, a tightness test of the secondary barrier shall be carried out in accordance with the system designer's procedures as approved by LR. For membrane containment systems with glued secondary barriers, the values obtained shall be compared with previous results or results obtained at the new-building stage. If significant differences are observed for each tank or between tanks, then an evaluation and additional testing, as required by the Surveyor, is to be carried out.

~~*9.7.7* Where cargo containment systems have secondary barriers which cannot be examined or tested and have been approved on the basis of extensive prototype testing, the barriers will be considered to remain efficient provided a cold spot examination of the adjacent steelwork is satisfactory and records of the steelwork temperature readings are verified as acceptable.~~

Existing paragraphs 9.7.7 *to* 9.7.16 *have been renumbered* 9.7.7 *to* 9.7.15.

CORRIGENDUM

■ *Section 18*

Inert gas systems

18.2 Scope of surveys

18.2.4 *See* ~~9.7.12~~ 9.7.11 for inert gas systems on ships for liquefied gases.

Part 3, Chapter 1

General

Effective date 1 May 2007

■ *Section 5*

Information required

5.3 Plans to be supplied to the ship

5.3.8 The towing and mooring arrangements plan is to be provided on board for the guidance of the Master. The information provided on the plan is to include the following in respect of each shipboard fitting:

- Location on the ship.
- Fitting type.
- Safe working load (SWL).
- Purpose of fitting (mooring/harbour towing/escort towing).
- Manner of applying towing or mooring line load, including limiting fleet angles.
- Strength of each mooring line.
- The number of mooring lines supplied on board the ship.

This information is to be incorporated into the pilot card in order to provide the pilot with the necessary information on harbour/escorting operations.

Part 3, Chapter 8

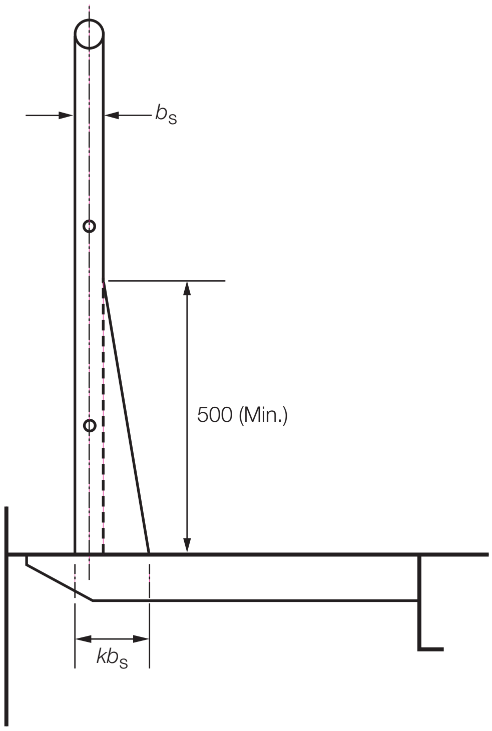
Superstructures, Deckhouses and Bulwarks

Effective date 1 May 2007

■ *Section 5*
Bulwarks, guard rails and other means for the protection of crew

5.1 General requirements

5.1.5 At least every third stanchion is to be supported by a stay. In lieu of this, flat steel stanchions shall be of increased breadth as given in Fig. 8.5.1, and aligned with a member below deck unless the deck plating thickness exceeds 20 mm. Guard rail stanchions of increased breadth are to be welded to the deck with double continuous fillet weld with a minimum leg size of 7 mm or in compliance with a standard recognised by LR.



In lieu of at least every third stanchion supported by stay, alternatively:

(a) at least every third stanchion shall be of increased breadth: $kb_S = 2{,}9b_S$

(b) at least every second stanchion shall be of increased breadth: $kb_S = 2{,}4b_S$

(c) every stanchion shall be of increased breadth: $kb_S = 1{,}9b_S$

where

b_S breadth of normal stanchion as specified in an appropriate standard recognised by LR

Stanchions with increased breadth are to be aligned with members below deck, minimum 100 x 12 flat bar welded to deck by double continuous fillet weld. Stanchions with increased breadth need not be aligned with under deck structure for deck plating exceeding 20 mm.

Fig. 8.5.1 Support of stanchions

Part 3, Chapter 13

Ship Control Systems

Effective date 1 May 2007

■ *Section 7*
Equipment

7.10 Structural requirements associated with towing and mooring

Table 13.7.8 Minimum design load for deck fittings and supporting structure

Use/Item	Minimum design load[1]
Normal towing (harbour/manoeuvring)	1,25 times the intended maximum towing load as indicated on the towing and mooring arrangements plan
Escort towing	minimum breaking strength of the towline given in Table 13.7.3 for the ship's corresponding equipment number[2]
Mooring	1,25 times the breaking strength of the mooring line given in Table 13.7.3 for the ship's corresponding equipment number(2) (3)
Winches, etc.	1,25 times the intended maximum brake holding power
Capstans	1,25 times the maximum hauling in force

NOTES
1. If a greater design load is specified by the designer this load is to be used.
2. The equipment number calculation is to include the maximum projected area of all deck cargo.
3. The breaking strength of individual mooring lines may be reduced with a corresponding increase in the number of mooring lines provided that the total strength of all mooring lines is not to be less than that given in Table 13.7.3. In no case is the number of lines to be less than 6 or the breaking strength of each individual line less than 490 kN.

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